

Listing of Claims:

This listing of claims reflects all claim amendments and replaces all prior versions, and listings, of claims in the application. Material to be inserted is in **underline**, and material to be deleted is in ~~strikeout~~ or (if the deletion is of five or fewer consecutive characters or would be difficult to see) in double brackets [[]]. Any cancellations are without prejudice.

1. (Currently amended) A water-jet propulsion personal watercraft, comprising:
 - a body including a hull and a deck covering the [[deck]] **hull** from above;
 - a water jet pump configured to propel the watercraft and including a pump shaft extending in a longitudinal direction of the body;
 - a V-type four-cycle engine mounted within the body and configured to drive the water jet pump, the engine having a front-side cylinder inclined to extend upward and forward and a rear-side cylinder inclined to extend upward and rearward, wherein the engine includes:
 - a crankshaft;
 - an output shaft extending in a direction substantially perpendicular to the crankshaft and connected to the pump shaft, the output shaft being configured to output rotation transmitted from the crankshaft to outside the engine; and
 - a rotation transmission system configured to transmit the rotation of the crankshaft to the output shaft, wherein
 - the engine is mounted within the body in such a manner that the crankshaft extends in a width direction of the body, **and**
 - the output shaft is provided to extend rearward through a rear wall of a crankcase such that its axial direction corresponds with the longitudinal direction of the**

body, and is rotatably supported by a rear wall of a crank chamber formed within the crankcase of the engine.

2. (Original) The water-jet propulsion personal watercraft according to Claim 1, wherein the rotation transmission system has a drive gear mounted concentrically on the crankshaft and configured to rotate integrally with the crankshaft, and a rotation axis change system configured to transmit the rotation of the crankshaft to the output shaft in such a manner that a rotation axis of rotation of the drive gear is different from a rotation axis of rotation of the output shaft.

3. (Original) The water-jet propulsion personal watercraft according to Claim 2, wherein the rotation transmission system has an intermediate shaft provided in parallel with the crankshaft, an intermediate gear mounted concentrically on the intermediate shaft and configured to rotate integrally with the intermediate shaft in mesh with the drive gear, an output-side bevel gear mounted concentrically on the intermediate shaft and configured to rotate integrally with the intermediate shaft, and an input-side bevel gear mounted on the output shaft and configured to mesh with the output-side bevel gear.

4. (Original) The water-jet propulsion personal watercraft according to Claim 3, wherein the drive gear is formed on an outer peripheral portion of a crank web of the crankshaft.

5. (Original) The water-jet propulsion personal watercraft according to Claim 3, wherein the engine includes an oil pump having a pump shaft connected integrally with the intermediate shaft.

6. (Original) The water-jet propulsion personal watercraft according to Claim 2, wherein the rotation transmission system is configured to transmit the rotation of the crankshaft to the output shaft in such a manner that a rotation speed of the output shaft is different from a rotation speed of the crankshaft.

7. (Canceled)

8. (Currently amended) The water-jet propulsion personal watercraft according to Claim ~~[[7]]~~1, wherein the crankshaft is supported by bearings mounted on right and left side walls of the crank chamber of the crankcase, and a bearing mounted on a center wall provided within the crank chamber, and the output shaft is supported in the vicinity of a connecting portion between the center wall and the rear wall.

9. (Original) The water-jet propulsion personal watercraft according to Claim 1, wherein the rear-side cylinder of the engine is placed such that an inclination angle of the rear-side cylinder with respect to a vertical plane including a center axis of the crankshaft is smaller than an inclination angle of the front-side cylinder with respect to the vertical plane, and the rotation transmission system is disposed behind the crankshaft and under the rear-side cylinder.

10. (Original) The water-jet propulsion personal watercraft according to Claim 1, wherein the engine has a camshaft drive gear mounted on one end portion of the crankshaft to drive a camshaft driven gear mounted on one end of a camshaft located above each of the cylinders and a generator mounted on an opposite end portion of the crankshaft.

11. (Currently amended) The water-jet propulsion personal watercraft according to Claim 10, wherein the engine has further includes a relay gear which is provided between the camshaft drive gear of the crankshaft and the camshaft driven gear of the camshaft and which is configured to allow rotation of the camshaft drive gear to be transmitted to the camshaft driven gear therethrough, and the relay gear has a first relay gear, and a second relay gear located closer to a center of the engine than the first relay gear in a longitudinal direction of the crankshaft and configured to rotate integrally with the first relay gear, wherein the first relay gear meshes with the camshaft drive gear and the second relay gear is connected to the camshaft driven gear through a chain or a belt.

12. (Currently amended) The water-jet propulsion personal watercraft according to Claim 1, further comprising: an exhaust system passage including exhaust pipes respectively extending from front-side and rear-side ~~[[a]]~~ cylinder heads ~~of the engine~~, and a collecting portion into which the exhaust pipes gather; and an air cleaner box provided in an air-intake system of the engine, wherein the collecting portion of the exhaust system passage is provided on one axial end portion side of the crankshaft and the air cleaner box is provided on an opposite axial end portion side of the crankshaft.

13. (Original) The water-jet propulsion personal watercraft according to Claim 12, wherein the engine has an air-intake chamber provided in a bank space between the front-side cylinder and the rear-side cylinder such that the air-intake chamber is located downstream of the air cleaner box in flow of taken-in air and connected to air-intake ports of the engine through air-intake pipes.

14. (Original) The water-jet propulsion personal watercraft according to Claim 13, wherein the air-intake pipes are respectively provided with injectors extending substantially vertically downward.

15. (Currently amended) The water-jet propulsion personal watercraft according to Claim 1, wherein the body has a deck opening elongate in the longitudinal direction of the body ~~is provided~~ on an upper portion of the body, and a portion located above each of the cylinders of the engine is located within the deck opening as seen in a plan view.

16. (New) A water-jet propulsion personal watercraft, comprising:
a body including a hull and a deck covering the hull from above;
a water jet pump configured to propel the watercraft and including a pump shaft extending in a longitudinal direction of the body;
a V-type four-cycle engine mounted within the body and configured to drive the water jet pump, the engine having a front-side cylinder inclined to extend upward and forward and a rear-side cylinder inclined to extend upward and rearward, wherein the engine includes:

a crankshaft;

an output shaft extending in a direction substantially perpendicular to the crankshaft and connected to the pump shaft, the output shaft being configured to output rotation transmitted from the crankshaft to outside the engine; and

a rotation transmission system configured to transmit the rotation of the crankshaft to the output shaft, wherein

the engine is mounted within the body in such a manner that the crankshaft extends in a width direction of the body, and

the rear-side cylinder of the engine is placed such that an inclination angle of the rear-side cylinder with respect to a vertical plane including a center axis of the crankshaft is smaller than an inclination angle of the front-side cylinder with respect to the vertical plane, and the rotation transmission system is disposed behind the crankshaft and under the rear-side cylinder.

17. (New) A water-jet propulsion personal watercraft, comprising:

a body including a hull and a deck covering the hull from above;

a water jet pump configured to propel the watercraft and including a pump shaft extending in a longitudinal direction of the body;

a V-type four-cycle engine mounted within the body and configured to drive the water jet pump, the engine having a front-side cylinder inclined to extend upward and forward and a rear-side cylinder inclined to extend upward and rearward,

wherein the engine includes:

a crankshaft;

an output shaft extending in a direction substantially perpendicular to the crankshaft and connected to the pump shaft, the output shaft being configured to output rotation transmitted from the crankshaft to outside the engine; and

a rotation transmission system configured to transmit the rotation of the crankshaft to the output shaft, wherein

the engine is mounted within the body in such a manner that the crankshaft extends in a width direction of the body, and

the body has a deck opening elongate in the longitudinal direction of the body on an upper portion of the body, and a portion located above each of the cylinders of the engine is located within the deck opening as seen in a plan view.